

the time fears of frivolous lawsuits that could wipe out businesses and bankrupt health care providers were causing vaccine manufacturers to leave the market, thereby leaving the general public without access to the best medicines available. So getting this new vaccine on the program list is essential.

One other note: it's important to understand that this bill is not, as some media have inaccurately reported, a "flu tax." This legislation does not create any new taxes. The bill before us does not raise tax rates. And there's absolutely no evidence that flu shots will cost one penny more if this bipartisan bill becomes law.

In fact, the nonpartisan Joint Committee on Taxation analyzed the legislation and concluded there would be no new taxes or windfall to the Federal Government. That's because under the current law, 75 cents goes into the Vaccine Injury Compensation Program every time someone gets a flu shot or any number of other vaccines used to protect the public against all kinds of diseases.

The truth is that every one of the estimated 135 million Americans who received a flu shot during this past flu season paid 75 cents into the fund, and that 75 cents charged today would also apply to this new vaccine. If you think 75 cents is an exorbitant amount to pay, consider that in my home State of Pennsylvania the average cost of a hospital stay ranges from \$649 per day to \$1,921 per day, according to the Kaiser Family Foundation. Without this legislation, taxpayers would be picking up the tab for flu-related hospitalizations for seniors and others enrolled in Medicaid and Medicare.

The only way the Federal Government will collect more money next flu season is if a greater number of people voluntarily get flu shots. And most medical professionals will tell you getting a flu shot improves public health and lowers the risk of racking up expensive medical bills, especially for children and seniors.

Vanderbilt University Medical Center, in collaboration with the Centers for Disease Control and Prevention, found that flu vaccine reduced the risk of flu-related hospitalization by 71.4 percent among adults of all ages and by 76.8 percent in study participants 50 years of age or older during the 2011-2012 flu season.

In closing, I would ask my colleagues to support this legislation so that our doctors and hospitals can offer the public the very best and latest protection against constantly evolving strains of the flu virus this fall.

Mr. Speaker, I reserve the balance of my time.

Mr. NEAL. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 475, a bill to update the excise tax on vaccines against seasonal influenza.

Year after year, the flu poses a threat to millions of Americans, caus-

ing between 24,000 and 49,000 deaths and 226,000 hospitalizations each year. In fact, my home State of Massachusetts had over 28,000 confirmed cases of flu this past season. The flu is particularly life-threatening for our Nation's most vulnerable, the elderly and children. During the most recent flu season, there were 150 pediatric deaths across the Nation, and it is estimated that 90 percent of those children were not vaccinated.

America must prepare for the next flu season. Public health and medical professionals, hospitals and vaccine manufacturers are moving quickly to prepare for the upcoming season by manufacturing new vaccines and educating the public about the importance of preventing the flu. One critical step in this preparation is to make certain that the newest and most effective flu vaccine will be available to the public.

To do that, I introduced this legislation that we're acting upon today with my friend, Congressman GERLACH, to update our law to ensure access to new flu vaccines.

The National Vaccine Injury Compensation Program was established in 1986 to ensure an adequate supply of vaccines, stabilize vaccine costs, and establish and maintain an accessible and efficient forum for individuals found to be injured by certain vaccines to be compensated. These awards are funded by a 75 cent per dose excise tax on vaccines that are widely used and recommended by the Centers for Disease Control and Prevention for routine administration to children.

The program requires congressional action from time to time because unless the excise tax is assessed on a particular vaccine, it is not covered by the program, and therefore, those injured can't be compensated under the program.

Currently, the excise tax on seasonal influenza vaccine applies only to three-strain vaccines and excludes any non-three-strain vaccines. But for the flu season, three new advanced influenza vaccines will be available. These vaccines will provide broader protection against the flu because they can combat more strains of the virus. Therefore, we must amend the excise tax law to include the advanced flu vaccine.

To ensure access to the new vaccine, our bill would apply the excise tax to all vaccines against seasonal influenza just as it has in the past.

It is very important to note this will not increase the tax or change the Vaccine Injury Compensation Program. Let me repeat. It is very important to note that this will not increase the tax or change the Vaccine Injury Compensation Program.

It's also important to note that this legislation does not affect in any way the FDA approval process. Vaccines for children, adolescents, and adults are approved and recommended through a rigorous, multiyear process. Vaccines must be approved by the FDA and then must also be evaluated and formally

recommended by the Centers for Disease Control and Prevention before they are administered by health care providers or covered by health insurance programs.

Before concluding, I'd like to note that this legislation has broad support, including AARP, Every Child by Two, Families Fighting Flu, Immunization Action Coalition, Infectious Diseases Society of America, and MassBio.

Our legislation brings the excise tax into alignment with the most recent developments in medicine. The quick enactment of H.R. 475 is critical to making the newest seasonal flu vaccines available for the 2013-2014 season.

I urge the House to pass this legislation as quickly as possible, and I reserve the balance of my time.

Mr. GERLACH. Mr. Speaker, in closing, I yield myself such time as I may consume.

H.R. 475 is a great bipartisan, bicameral bill that will help protect our Nation's children and seniors from flu.

I want to thank my friend from Massachusetts (Mr. NEAL) for his cooperation and work on this legislation. I also would like to thank Dave Olander and the Ways and Means staff, Anne Dutton, my chief of staff, and especially Lori Prater, my Ways and Means counsel for their great work on this legislation. I also thank Senator HATCH and Senator BAUCUS on the Senate side for their work in moving this legislation in that Chamber.

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With the 2013 flu season on the horizon, I urge my colleagues to support H.R. 475 to ensure that the public has access to the newest four-strain flu vaccine.

I yield back the balance of my time.

Mr. NEAL. Mr. Speaker, I thank Mr. GERLACH, and thanks to our very capable staffers for having assembled parts of the argument here, and point out that in the Senate, this was done by unanimous consent. That's an important consideration.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. GERLACH) that the House suspend the rules and pass the bill, H.R. 475.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

CONCERNING THE PARTICIPATION OF TAIWAN IN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

Mr. ROYCE. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1151) to direct the Secretary of State to develop a strategy to obtain observer status for Taiwan at the triennial International Civil Aviation Organization Assembly, and for other purposes.

The Clerk read the title of the bill.
The text of the bill is as follows:

H.R. 1151

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CONCERNING THE PARTICIPATION OF TAIWAN IN THE INTERNATIONAL CIVIL AVIATION ORGANIZATION.

(a) FINDINGS.—Congress makes the following findings:

(1) Safe, secure, and economical international air navigation and transport is important to every citizen of the world, and safe skies are ensured through uniform aviation standards, harmonization of security protocols, and expeditious dissemination of information regarding new regulations and other relevant matters.

(2) Direct and unobstructed participation in international civil aviation forums and programs is beneficial for all nations and their civil aviation authorities. Civil aviation is vital to all due to the international transit and commerce it makes possible, but must also be closely regulated due to the possible use of aircraft as weapons of mass destruction or to transport biological, chemical, and nuclear weapons or other dangerous materials.

(3) The Convention on International Civil Aviation, signed in Chicago, Illinois, on December 7, 1944, and entered into force April 4, 1947, established the International Civil Aviation Organization (ICAO), stating “The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to . . . meet the needs of the peoples of the world for safe, regular, efficient and economical air transport.”

(4) The terrorist attacks of September 11, 2001, demonstrated that the global civil aviation network is subject to vulnerabilities that can be exploited in one country to harm another. The ability of civil aviation authorities to coordinate, preempt and act swiftly and in unison is an essential element of crisis prevention and response.

(5) Following the terrorist attacks of September 11, 2001, the ICAO convened a high-level Ministerial Conference on Aviation Security that endorsed a global strategy for strengthening aviation security worldwide and issued a public declaration that “a uniform approach in a global system is essential to ensure aviation security throughout the world and that deficiencies in any part of the system constitute a threat to the entire global system,” and that there should be a commitment to “foster international cooperation in the field of aviation security and harmonize the implementation of security measures”.

(6) The Taipei Flight Information Region, under the jurisdiction of Taiwan, covers 180,000 square nautical miles of airspace and provides air traffic control services to over 1.2 million flights annually, with the Taiwan Taoyuan International Airport recognized as the 10th and 19th largest airport by international cargo volume and number of international passengers, respectively in 2011.

(7) Despite the established international consensus regarding a uniform approach to aviation security that fosters international cooperation, exclusion from the ICAO since 1971 has impeded the efforts of the Government of Taiwan to maintain civil aviation practices that comport with evolving international standards, due to its inability to contact the ICAO for up-to-date information on aviation standards and norms, secure amendments to the organization’s regulations in a timely manner, obtain sufficient

and timely information needed to prepare for the implementation of new systems and procedures set forth by the ICAO, receive technical assistance in implementing new regulations, and participate in technical and academic seminars hosted by the ICAO.

(8) On October 8, 2010, the Department of State praised the 37th ICAO Assembly on its adoption of a Declaration on Aviation Security, but noted that “because every airport offers a potential entry point into this global system, every nation faces the threat from gaps in aviation security throughout the world—and all nations must share the responsibility for securing that system”.

(9) On October 2, 2012, Taiwan became the 37th participant to join the United States Visa Waiver program, which is expected to stimulate tourism and commerce that will rely increasingly on international commercial aviation.

(10) The Government of Taiwan’s exclusion from the ICAO constitutes a serious gap in global standards that should be addressed at the earliest opportunity in advance of the 38th ICAO Assembly in September 2013.

(11) The Federal Aviation Administration and its counterpart agencies in Taiwan have enjoyed close collaboration on a wide range of issues related to innovation and technology, civil engineering, safety and security, and navigation.

(12) The ICAO has allowed a wide range of observers to participate in the activities of the organization.

(13) The United States, in the 1994 Taiwan Policy Review, declared its intention to support Taiwan’s participation in appropriate international organizations and has consistently reiterated that support.

(14) Senate Concurrent Resolution 17, agreed to on September 11, 2012, affirmed the sense of Congress that—

(A) meaningful participation by the Government of Taiwan as an observer in the meetings and activities of the ICAO will contribute both to the fulfillment of the ICAO’s overarching mission and to the success of a global strategy to address aviation security threats based on effective international cooperation; and

(B) the United States Government should take a leading role in garnering international support for the granting of observer status to Taiwan in the ICAO.

(15) Following the enactment of Public Law 108-235, a law authorizing the Secretary of State to initiate and implement a plan to endorse and obtain observer status for Taiwan at the annual summit of the World Health Assembly and subsequent advocacy by the United States, Taiwan was granted observer status to the World Health Assembly for four consecutive years since 2009. Both prior to and in its capacity as an observer, Taiwan has contributed significantly to the international community’s collective efforts in pandemic control, monitoring, early warning, and other related matters.

(16) ICAO rules and existing practices allow for the meaningful participation of non-contracting countries as well as other bodies in its meetings and activities through granting of observer status.

(b) TAIWAN’S PARTICIPATION AT ICAO.—The Secretary of State shall—

(1) develop a strategy to obtain observer status for Taiwan at the triennial ICAO Assembly—next held in September 2013 in Montreal, Canada—and other related meetings, activities, and mechanisms thereafter; and

(2) instruct the United States Mission to the ICAO to officially request observer status for Taiwan at the triennial ICAO Assembly and other related meetings, activities, and mechanisms thereafter and to actively urge ICAO member states to support such

observer status and participation for Taiwan.

(c) REPORT CONCERNING OBSERVER STATUS FOR TAIWAN AT THE ICAO ASSEMBLY.—Not later than 30 days after the date of the enactment of this Act, the Secretary of State shall submit to Congress a report, in unclassified form, describing the United States strategy to endorse and obtain observer status for Taiwan at the triennial ICAO Assembly and at subsequent ICAO Assemblies and at other related meetings, activities, and mechanisms thereafter. The report shall include the following:

(1) A description of the efforts the Secretary of State has made to encourage ICAO member states to promote Taiwan’s bid to obtain observer status.

(2) The steps the Secretary of State will take to endorse and obtain observer status for Taiwan in ICAO and at other related meetings, activities, and mechanisms thereafter.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. ROYCE) and the gentleman from American Samoa (Mr. FALEOMAVAEGA) each will control 20 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. ROYCE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this legislation.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. ROYCE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of bipartisan legislation that I authored to help secure observer status for Taiwan at the International Civil Aviation Organization. This legislation requires the Secretary of State to develop and execute a strategy to ensure that Taiwan has a seat at the table for ICAO’s upcoming September plenary meeting.

It has been over 40 years since Taiwan was last a member of ICAO. Indeed, a lot has changed in those 40 years. As it stands now, all communications between Taiwan and the U.S. on aviation safety must be channeled through the American Institute in Taiwan, which is our Nation’s de facto embassy in Taiwan. The fact that Taiwan can’t speak directly to the Federal Aviation Administration without this added layer of bureaucracy makes no sense. After all, we are talking about air safety information that is otherwise readily available to all of ICAO’s members.

Taiwan’s entry into the U.S. Visa Waiver Program last year has dramatically increased both the frequency of flights between our airports and the real number of travelers coming here to the United States. For my home State of California, the increase in visitors from Taiwan has resulted in a significant boost for the local economy, especially for the travel industry, the leisure industry, for restaurants,

for example, and shops. I'm proud to have worked on Taiwan's entry into the Visa Waiver Program because I know that, as a result of this agreement, Taiwanese Americans in Southern California have a much easier time staying connected to their families.

Mr. Speaker, as the number of visitors from Taiwan has grown exponentially, there is an urgent need to ensure that Taiwan has real-time access to air safety information. Strengthening air safety benefits American citizens as much as it does the Taiwanese. Every year, tens of thousands of Americans fly through Taiwan's air space, which must be as safe as it can be, and this bill will certainly help.

Just as Taiwan was allowed to join the World Health Organization as a result of the SARS outbreak, so, too, should Taiwan be afforded the opportunity to observe the proceedings of the ICAO. We all share the responsibility to ensure that international air travel is safe. Taiwan's unique political status has thus far hindered its inclusion in ICAO. With this piece of legislation, we're sending a clear message that air safety is a priority and not a geopolitical issue.

Earlier this year, my good friend Eliot Engel of New York and I traveled to Taiwan to see firsthand the immense progress that the people of Taiwan have made over such a short period of time. Taiwan is indeed a beacon of freedom in the Asia-Pacific region. We share many values with Taiwan, including an unwavering commitment to democracy, to human rights, to free markets, and to the rule of law. Helping Taiwan gain entry as an observer into the ICAO is the right thing to do, and I urge my colleagues to vote in favor of this legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. FALEOMAVAEGA. Mr. Speaker, I yield myself such time as I may consume.

(Mr. FALEOMAVAEGA asked and was given permission to revise and extend his remarks.)

Mr. FALEOMAVAEGA. Mr. Speaker, I rise in strong support of H.R. 1151. I would certainly like to thank personally the chief sponsor of this proposed bill, the distinguished chairman of the Foreign Affairs Committee, the gentleman from California (Mr. ROYCE), for his leadership on this issue, and also our senior ranking member, the gentleman from New York (Mr. ENGEL), for his support as well. And I am happy to say that I'm a proud cosponsor of this bill as well.

This legislation directs the Secretary of State to develop a strategy to gain observer status for Taiwan at the triennial assembly of the International Civil Aviation Organization (ICAO). Taiwan has made significant progress in its economic and political development. Today, Taiwan is a leading trade partner of the United States and stands as a beacon of democracy throughout Asia. However, Taiwan has been shut

out of participating in international organizations like ICAO.

Founded in 1947, ICAO's main goal is to ensure safe and efficient air transportation around the globe. Taiwan deserves to be brought into the ICAO as an observer. It has jurisdiction over an airspace of approximately 180,000 square nautical miles and provides air traffic control services to more than 1.2 million flights a year. In my recent visit to Taiwan as well, it was interesting to learn that there are approximately 600 weekly flights in existence between China and Taiwan alone. Taiwan's international airport is the world's 19th largest in terms of passenger volume, and the number of travelers between Taiwan and the United States is likely to increase with Taiwan's entry into the Visa Waiver Program last year, as mentioned earlier by my distinguished chairman, Mr. ROYCE.

Taiwan's exclusion from ICAO has impeded Taiwan's efforts to maintain civil aviation practices that keep up with rapidly evolving international standards. It is unable to even contact ICAO for up-to-date information on aviation standards and norms. Nor can it receive ICAO's technical assistance in implementing new regulations or participate in ICAO technical and academic seminars.

Taiwan has made every effort to comply with ICAO's standards, but their continued exclusion not only hurts Taiwan, but it puts the rest of us in the entire world at risk, especially when you're talking about safety and hazardous conditions when it deals with air travel. With such a heavy volume of flights, Taiwan's exclusion has prevented ICAO from developing a truly global strategy to address security threats based on effective international cooperation.

ICAO's own rules and practices allow for the meaningful participation of noncontracting countries as well as other organizations in its meetings and activities through the granting of observer status.

The United States, in a review of Taiwan policy conducted in 1994, declared its intention to support Taiwan's participation in appropriate international organizations and has consistently reiterated that support.

Mr. Speaker, with this bill today, Congress is calling on the United States Government to take a leading role at ICAO to assist Taiwan in gaining observer status, and we look forward to working with our administration officials to track the development of these efforts.

Again, I thank the gentleman from California for his leadership on this bill, and I urge my colleagues to support this legislation.

I reserve the balance of my time.

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Mr. ROYCE. I thank the gentleman from American Samoa, and I'd like to yield 3 minutes to the gentlewoman from Florida (Ms. ROS-LEHTINEN),

chairman emeritus of the Foreign Affairs Committee and chairman of the Subcommittee on the Middle East and North Africa. She is also a cosponsor of this measure.

Ms. ROS-LEHTINEN. Mr. Speaker, I thank the chairman of our committee for introducing this excellent piece of legislation and for his leadership in our committee.

I am very pleased to speak in favor of this legislation which assists Taiwan, one of our most valued allies, in obtaining observer status at the ICAO, or the International Civil Aviation Organization.

Taiwan is a major hub for international air travel; and, particularly, it serves as the link between Northeast and Southeast Asia and to Europe and the United States. And now that Taiwan has joined the Visa Waiver Program, travel between our two nations will undoubtedly increase.

Almost 1.3 million flights pass over the region each year; but due to the ill advised appeasement of China at the United Nations, Taiwan must receive its international aviation safety and security information secondhand.

Taiwan's exclusion from international organizations like ICAO is a short-sighted and dangerous practice. It ends up hurting the international community as much as it does the Taiwanese people themselves.

Preventing a significant player in aviation like Taiwan from participating in ICAO threatens the entire international community which depends on the application of universal aviation standards.

Unfortunately, attempts to placate China at the feeble United Nations are nothing new and are a reminder that that organization lacks seriousness. China's threat that foreign interference will hurt negotiations with Taiwan to allow its participation in ICAO should be ignored by the U.N.

The U.N. must do what is right for the entire international community, and I urge the organization to put aside its petty politics and work on behalf of the safety of all of the world's citizens.

Mr. Speaker, the Taiwan Relations Act continues to be the cornerstone of U.S. foreign policy with our democratic ally, Taiwan; and we must always keep it as the guiding beacon. The next meeting of ICAO is this September, and I expect to see our State Department have a strategy that they will implement to make sure that Taiwan will be at the table this fall.

The friendship between the people of the United States and Taiwan has cemented into one of our most cherished partnerships, and I look forward to the United States Government demonstrating its continued commitment to the people of Taiwan with the passage of this most excellent bill.

I thank the chairman for the time, and I thank him for his leadership on Taiwan through the years.

Mr. FALEOMAVAEGA. Mr. Speaker, I want to associate myself and certainly commend the gentlelady from

Florida for her most eloquent statement and historical outline of what has happened in terms of our special relationship with the people and the leaders of Taiwan. And she could not have said it better.

You know the old saying, If you're not at the table, you're going to be on the menu. I think Taiwan has been on the menu for too long. They need to be at the table and especially playing such a strong and important economic role as a democracy in Asia and as a beacon of light to all the people of Asia as to what it means to live under democratic conditions.

With that, Mr. Speaker, again I thank my good friend, the chairman, for his leadership in bringing this bill. I have no further speakers, so I yield back the balance of my time.

Mr. ROYCE. Mr. Speaker, it has been over 40 years since Taiwan last had a seat at the International Civil Aviation Organization. The volume of air traffic in and out of Taiwan's airports back then cannot be compared with that incredible volume of traffic, millions of planes a year, that come in and out of modern-day Taiwan.

Under the Visa Waiver Program, airlines have added even more flights in order to take advantage of greater demand for tourists and business travel from Taiwan into the United States. This number is only going to grow as more and more Taiwanese take advantage of the Visa Waiver Program.

It is time that we readmit Taiwan into ICAO so that everyone who boards a plane can have the utmost confidence about the safety of their trip. Aviation technology has progressed by leaps and bounds, and the idea that Taiwan cannot directly communicate with the United States or any other nation engaging in issues regarding air safety is not in anyone's interest. That's not in the interest of any nation.

I urge my colleagues to join in supporting H.R. 1151. Taiwan is one of America's closest friends in the world. We share so much in common, including a steadfast dedication to democracy and the rule of law and human rights; and it is time that we fixed this problem.

Mr. Speaker, I yield back the balance of my time.

Mr. GENE GREEN of Texas. Mr. Speaker, I rise in support of H.R. 1151, a resolution in support of one of our nation's closest friends in the Asia-Pacific Region, Taiwan.

This resolution directs the State Department to develop a strategy to obtain observer status for Taiwan at the upcoming International Civil Aviation Organization Assembly.

The United States, in the 1994 Taiwan Policy Review, declared its intention to support Taiwan's participation in appropriate international organizations and has consistently reiterated that support.

In 2004, this Chamber voted, with my support, legislation in support of Taiwan's efforts to gain observer status to the World Health Organization. Those efforts finally succeeded in 2009 when Taiwan was included in the International Health Regulations (IHR).

For decades, Taiwan has been a key security, economic, and political partner for the American people.

Taiwan has been one of America's biggest trading partners for many years—the 11th largest in 2012—purchasing nearly \$25 billion worth of American goods that year.

Taiwan is also a global leader in information technology, telecommunications, and other knowledge-based industries.

Most significantly, Taiwan is becoming a beacon of democracy for the Chinese people after their successful, open elections in 2008 and 2012.

It is important for this Chamber to continue its support of the Taiwanese people and enhance Taiwan's standing in international bodies.

I ask my colleagues on both sides of the aisle to join me and vote in support of America's partner in peace and prosperity, Taiwan.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. ROYCE) that the House suspend the rules and pass the bill, H.R. 1151.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. ROYCE. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

PROVIDING FOR CONSIDERATION OF H.R. 1947, FEDERAL AGRICULTURE REFORM AND RISK MANAGEMENT ACT OF 2013; AND PROVIDING FOR CONSIDERATION OF H.R. 1797, PAIN-CAPABLE UNBORN CHILD PROTECTION ACT

Ms. FOX. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 266 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 266

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 1947) to provide for the reform and continuation of agricultural and other programs of the Department of Agriculture through fiscal year 2018, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking minority member of the Committee on Agriculture. After general debate, the Committee of the Whole shall rise without motion. No further consideration of the bill shall be in order except pursuant to a subsequent order of the House.

SEC. 2. Upon the adoption of this resolution it shall be in order to consider in the House the bill (H.R. 1797) to amend title 18, United States Code, to protect pain-capable unborn children in the District of Columbia, and for other purposes. All points of order against

consideration of the bill are waived. In lieu of the amendment in the nature of a substitute recommended by the Committee on the Judiciary now printed in the bill, an amendment in the nature of a substitute consisting of the text of Rules Committee Print 113-15 shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary; and (2) one motion to recommit with or without instructions.

□ 1320

POINT OF ORDER

Ms. EDWARDS. Mr. Speaker, I raise a point of order against H. Res. 266 because the resolution violates section 426(a) of the Congressional Budget Act. The resolution contains a waiver of all points of order against consideration of the bill, H.R. 1797, which includes a waiver of section 425 of the Congressional Budget Act, which causes a violation of section 426(a).

The SPEAKER pro tempore. The gentleman from Maryland makes a point of order that the resolution violates section 426(a) of the Congressional Budget Act of 1974.

The gentleman from Maryland has met the threshold burden under the rule and the gentleman from Maryland and a Member opposed each will control 10 minutes of debate on the question of consideration. Following debate, the Chair will put the question of consideration as the statutory means of disposing of the point of order.

The Chair recognizes the gentleman from Maryland.

Ms. EDWARDS. Mr. Speaker, when the majority began this Congress, it began with the idea, in their language, that they would adhere to fiscal responsibility and to constitutionality—in fact, we read the Constitution on the floor of this body—and that they had learned the lessons from the election slaughtering in 2012, and that is to stop the assault on women's health care. But, oh, no. Here we are today with a bill, H.R. 1797, that violates the Congressional Budget Act, that violates the Constitution, and that violates the doctor-patient relationship that a woman has with her doctor, and we haven't focused on jobs.

So, when you look at H.R. 1797, the Pain-Capable Unborn Child Protection Act, it would impose a ban across the country on abortion after 20 weeks. Aside from ignoring medical realities and placing the lives of mothers with serious medical conditions at risk through governmental interference with the doctor-patient relationship, the underlying bill also includes reporting requirements that, according to the Congressional Budget Act, which it would violate, would add costs to local law enforcement.

With a total of 25 States introducing 64 similar abortion-ban measures in the